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Hongkong Daily Press.

ESTABLISHED 1857.

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This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a1547]

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PRICE \$11.75 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend
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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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SPECIAL CARS by arrangement at the Com-
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General Managers.
Hongkong, 1st October, 1902. [a2612]

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CYCLE
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THE pleasure of cycling consists in having
a "First-class Machine" and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
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Repairs can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Speciality.
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Hongkong, 4th April, 1901. [a2584]

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CANADIAN CHEESE.**
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
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Hongkong, 22nd October, 1902. [a2808]

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Hongkong, 14th November, 1902. [a36]

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CHRISTMAS CARDS. [a38a]

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SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
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SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
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THE "PALL MALL."**
\$22 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
**C. P. & Co.'s OWN SPECIAL
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\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE

C. P. & Co.'s INVALIDS' PORT
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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.
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\$15.75 PER DOZ.
A fine, full, and fruity wine.
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A natural and most pleasant wine to the taste.
**BENEDICTINE LIQUEUR—
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\$45.50 PER 2 DOZ. PINTS.

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**EVENING DRESS SHIRTS, WHITE TIES,
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IS GOOD ENOUGH FOR MOST PEOPLE. BELOW ARE A FEW THAT STILL

LEAD ALL OTHERS:

"SCOTLAND'S BEST,"

"WATKINS' COUGH LINCTUS,"

"CROWN BRAND STONE GINGER BEER,"

AND "CARBOLACENE."

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IN consequence of the death of the Pro-
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DAILY NEWSPAPERS in Japan. The
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VIVIAN E. BOWDEN,
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Yokohama, 21st November, 1902. [a3222]

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LIMITED.**

WITH a view to avoid the frequent
revision of prices necessitated by the
continued fall in exchange the Hotel Company's
charges will, from the 1st January, 1903, be
quoted in sterling.
Debits will be accepted at the demand rate
of exchange of the day on which payment
becomes due.
H. HAYNES,
Manager,
Hongkong Hotel.
Hongkong, 1st December, 1902. [3208]

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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

**ELEY'S SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES** 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 8883. AIR GUNS and
AMMUNITION in Variety.

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Hongkong, 28th November, 1902. [1152]

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PORTLAND CEMENT.
In Casks of 375 lbs. net 16 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
H. K. 3rd December, 1902. [a1605]

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Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
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A First-class Hotel with thirty-five very
Bedrooms.
Board and Residence:—
By the day... From \$5 to \$10.00
" month... \$5 to \$10.00
" For Married Couple... \$16.00
Everything of the Best.
Luncheon Parties by Special Arrangement.
Billiards (Whistler Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. BUTTONE,
Proprietor.
Hongkong, 25th November, 1901. [3159]

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(ESTABLISHED 1873)
MACAO.**

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
For Married Couple, Proprietor
Telegraphic address "HINGKEE" [a184]

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SHAMEN, CANTON.**
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

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THE STANDARD LIFE OFFICE.
ESTABLISHED 1825.

FUNDS \$9,500,000
REVENUE 1,190,000
POLICIES are now issued in both
STERLING and MEXICAN DOL-
LAR currency to meet the requirements of
proposers.
For Rates and Full Particulars, apply to
DODWELL & CO. LD., Agents.
Hongkong, 12th February, 1901. [5-a1797]

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HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing,
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Wines cooled by Hotel refrigerating
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machinery.
Bedroom Accommodation—137 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARLES MODERATE.
H. HAYNES,
Manager. [a49]

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PEAK HOTEL.**

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th October, 1902. [a2829]

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PLUNKET'S GAF, The Peak, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a52]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Luncheon Service for Guests.
For Terms, apply to the
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Hongkong, 31st October, 1902. [a51]

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
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as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Heungshen*), daily to and
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these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a1651]

HOTEL INTERNACIONAL.

THE CHEAPEST HOTEL in Macao
Beautifully situated in Praya Grande
next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [2651]

INTIMATION

ESTABLISHED A.D. 1841.

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WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.
WATSON'S
CELEBRATED
BLEND
VERY OLD LIQUEUR SCOTCH
WHISKY.A blend of the finest WHISKIES distilled in SCOTLAND of great age, very fine and mellow.
Pronounced by Connoisseurs to be the BEST BLEND in the EAST.
Per Dozen \$16.50

The following are also recommended, and are unsurpassed in quality:—

- Per Doz. \$12.00
A.—THORNE'S BLEND
B.—GLENORCHY, MELLOW BLEND, a fine 'Sopa'
Whisky of great age 12.00
C.—ABERLOUR-GLENLIVET 13.50
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies 16.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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Only communications relating to the new columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
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MARRIAGE.

On the 3rd December, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., CARL EDWIN PAUL, MATTHEWSON, son of Capt. MATTHEWSON, Queen's Hussars, Berlin, to ELIA MARY EDITH KING, daughter of G. J. W. KING, Hongkong.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th December, 1902.

In the first number of the new *Magazine of Commerce* there appears a very instructive article by Mr. J. H. YOXALL, Liberal M.P. for Nottingham West, on the subject of "The 'F.O.' and the Consular Service." As becomes a contributor to a magazine whose watchword is "The Advancement of Commerce," Mr. YOXALL is very outspoken about the unbusinesslike character of the consular service; "commercially, it is now an elaborate sham." The opening sentences are striking: "A Consul," says the writer, "is supposed to be partly an agent of commerce, but was for British trade if it depended on our consular system. An Ambassador is, we know, sent 'to lie abroad for the benefit of his country'; the 'benefits of our Diplomacy have not been conspicuous of late. A British Diplomat, averaged, costs the nation £1,700 a year; a British Consular Agent, £19. Such, it would seem, are the relative values of 'British diplomacy and British foreign trade in the eyes of the Foreign Office.' The difference in the figures is truly remarkable and would be hard to believe, were it not capable of proof. The £19 per man per year is, of course, not all that a British Consular Agent gets, for there is a system of fees to eke out the poor salaries. This system, says Mr. YOXALL, is bad and checks trade; and he instances, in support, a case in which a Consular Agent in South America replied to a Midland firm which had written to him for information: 'It would appear from your letter that you have need of an agent to look after your trade

interests in this place, but this Consulate is unable to act in that capacity.' No fees would have been payable according to the office scale, and there was consequently no service. The miserable salaries led to a very serious result, that of our Consuls-General, of our Consuls, and of our Vice-Consuls and Consular Agents about 240, are foreigners. Something like 300 out of the 700 we thus employ abroad are foreigners. The only excuse for this, adds Mr. YOXALL, is that it is "cheap"—£19 a year! But it is not patriotic, naturally. Secrets have been sold on various occasions by these "British" representatives; yet the system goes on.

But not only are these numbers of foreigners employed, who have no right to represent Great Britain, but also the Britons who are appointed are unsuitable. Mr. YOXALL alleges, "Give us business men for British Consuls!" our Chambers of Commerce may cry for the thousandth time, but it is family influence, political ties, relationship to Parliamentary Agents or to clerks in the Foreign Office that determines the choice most often. We do not appoint business men or even train up a special service for consular posts. "Only three of the first nine Consuls on the list 'passed any examination. One of the best 'paid consulates is now held by an officer 'who passed no previous examination and 'had no previous business experience or 'consular service.' More than lack of business knowledge is sometimes alleged. At Odessa the British Consulate-General was removed from the commercial quarter to a suburb near the cricket and tennis grounds, necessitating British captains entering and clearing from the port taking long cab-rides to get business transacted! Again, there are far too few consular representatives. Britain has 47 resident in Germany, Germany has 85 in Britain. There are far too few British representatives in France, only seven in Belgium—and the one Consular agent has been withdrawn from Morocco, effecting a saving of £100.

The indictment is not a light one, as the points which we have given are sufficient to show. The root of the difficulty, Mr. YOXALL says, appears to be in the antique organisation of the Foreign Office, called by one critic "our worst department." The remedy which he proposes is a combination of business and parliament men to get the consular service put on a business footing. He concludes with the words:—"At present, as a commercial agency any 'how, it seems to me very much of an 'elaborate sham. It is only fair to say 'that the fault is more in the system than 'in the individual Consuls, many of whom 'forward admirable reports on local trade. 'But a British Consular system manned by 'British men of business, and ramifying 'everywhere, is the ideal toward which 'one should strive." These sentiments will be heartily echoed by all commercial men who have suffered from the lamentable shortcomings of the present system. But the ideal looks not present very far off indeed from realisation. It is practicable, perhaps, to strive for an insistence on some business knowledge in the British representatives in great commercial centres, and also that such representatives shall not be aliens but British subjects. To obtain these ends no efforts should be spared by those who can make their voices heard.

The German mail of the 29th October was delivered in London on the 1st inst.

At a public auction at Hongkong on the 20th ult. the s.s. *Kelantan*, which lately collided with the s.s. *Phra Chom Klao* was bought in for \$10,000.

H.M. battleship *Glory* arrived from Japan on Tuesday at 4.30 p.m., and the U.S. cruiser *New Orleans* yesterday from Amoy. The Portuguese gunboat *Zaire* left yesterday for Macao.

Two incipient fires were reported by the police yesterday, one at Shaukiwan, due to the explosion of a kerosene lamp, and the other in the pattern-shed at Hung Hom Docks. In neither case was the damage great. The outbreak at Shaukiwan was overcome by the police and that at Hung Hom by the employees of the Dock Company.

This afternoon on the Happy Valley the Hongkong Football Club will play H.M.S. *Ocean* (lower deck team) under Rugby rules. Kick-off at 4.15 p.m. The Club will play in striped jerseys. The following will play for the Club:—Campbell, full back; Heath, Pierce, Graham, and Barnes, three-quarters; Jordan, and Stephens, halves; Wolfe, Chard, Cooper, Boyd, Knox, Craik, Selanders, and Clark, forwards.

An alarming accident, resulting in grievous injury to a Chinese apprentice painter of 16, occurred on board the *Indrapura* whilst she was lying outside the Cosmopolitan Docks at noon on Tuesday. The steam steering gear was working, and the unfortunate lad was caught in the links and dragged against a pulley. His right arm was wrenched off and his right leg below the knee completely shattered. He was medically attended to on board and afterwards sent to the Government Civil Hospital.

To-day predicts another baserati scandal very similar to the notorious Tranby Croft case, coming before the Courts at any early date. The scope of the affair was in Scotland, it is added.

A London telegram to the Sydney Telegraph dated the 6th ult. says:—"The *Morning Post* states that owing to Great Britain's objection to any limitation of the sovereign rights of China, Germany has abandoned the demand that China should not accord special economic or political privileges in the Yangtze provinces to any foreign Power."

The report of the Governor of Hawaii shows that the exports for the year ended June 30 last were less in value by over \$3,000,000 than the exports of the previous year. This reduction is largely due to the decrease in the price of sugar, but almost all the exports show a falling off. Reports printed from time to time during the last few months represent the condition of Hawaii as extremely discouraging. The Governor's report apparently shows that these statements were well founded.

The Manchester Ship Canal Company announces that the International Mercantile Marine Company has decided to establish a service of steamers between Boston, U.S.A., and Manchester. The steamers of the Leyland Line, with accommodation for live cattle and cold storage and a dead weight capacity of about 9,000 tons each, will be used. The first steamer will load at Boston early in January. Afterwards the sailings from Boston will be on alternate Saturdays.

A Brussels telegram of the 18th ult. appearing in *Vladivostok* papers states that Mr. Keir Hardie, the well-known Labour member in the British House of Commons, while passing through Brussels, was arrested on suspicion of having been connected with the attempt by Raiton upon the life of the King. Mr. Keir Hardie's identity having been established, he was immediately liberated. The British Minister has lodged a complaint on the matter with the Belgian Government. Perhaps Mr. Keir Hardie was wearing the cap with which he formerly diversified the headgear of the House of Commons.

Lord Donoughmore is a young man of whom great things may be expected, says the *Tattler*. Impressed by the success of his gaudy uncle, Sir Walter Holy-Eulohison, Lord Stirling, as he then was, early showed signs of a keen desire to make a career for himself in the Colonial Service, and by way of apprenticeship he secured a post on the staff of Sir Henry Blakelock, the Governor of Hongkong, which appointment he was holding when his father died, and he was obliged to leave the East. Lord Donoughmore's mother is a Tasmanian; the daughter of the late General Stephens, who, on retiring from the Indian Service, had settled at Hobart.

There is a light side to the prolonged discussion of the Franco-Siamese Convention. A. M. Vandelot contributes to the *Saigon Opinion* an account of what happened at the first meeting of the French community in Bangkok. M. Vandelot says he was profoundly surprised to see an official of the French Legation on the upper verandah of the house while the protest meeting was going on downstairs. But he was still more astonished when their doyen, at whose house they were meeting, ended up his speech with the words, "I shall discuss the matter with our *Chargé d'Affaires*. I have an invitation to dine with him this evening." He was amazed to find the conclusion thus forced on the meeting that the *Chargé d'Affaires* was heart and soul with the protest.

The cigar-makers' strike in Havana is resuming a grave aspect, according to advices from New York. The strikers have threatened to renew trouble in case their demands are not conceded. One of their threats is another general sympathy strike, which, in view of the fact that the other crafts have just signalled their intentions of going back to work, would be regarded as a particular calamity to the business prospects of the island. The situation is a critical one, and every preparation is being made by the authorities to meet any demonstration of lawlessness with a display of force. The Havana police have been issued carbines and ball cartridges and the reserves are kept in readiness to be called out on an instant's warning. Two battalions of Cuban infantry have been brought into the city and stationed at casarles near the palace.

The New York correspondent of the *Times*, writing of H. E. Wu Ting-fang's approaching termination of his period of office at Washington, says:—"Wu Ting-fang has held an absolutely unique place among the diplomatists in Washington. A Chinese Minister who is as popular as any American public speaker, who is in demand all over the country for banquets and other public functions, including even Fourth of July celebrations—such a man is surely a rare phenomenon among the Chinese representatives abroad. Wu Ting-fang speaks English with very little accent, and his dissection of Occidental subjects from an Oriental point of view is irresistibly piquant; but he is no mere humorous speaker, and he has done excellent work in creating a more sympathetic feeling for China among Americans. The results of this country's appeals for lenient treatment of China since the Boxer outbreak are known to every one, and doubtless Mr. Hay's action in some cases was due to Wu Ting-fang's representations. Wu Ting-fang will take away with him nothing but good wishes from his innumerable American friends, and his career in his own country will be watched with the greatest interest. A farewell dinner to him will probably be given."

TELEGRAMS.

REUTERS' SERVICE.

LONDON, 1st December.

THE STRIKE AT MARSEILLES.

Over forty steamers are lying idle at Marseilles.

TELEGRAPHISTS FOR SOMALILAND.

Orders have been received at Aldershot for a full telegraph section to proceed to Somaliland.

DUKE OF CONNAUGHT'S TOUR.

The Duke and Duchess of Connaught have left Genoa on board H.M.S. *Renown*.

THE WAZIRI EXPEDITION.

The Waziri expedition has destroyed fifty-nine towers and three villages, captured 202 Waziris and 560 cattle, and killed twenty-five of the enemy and wounded two.

LONDON, 1st December.

THE SOMALILAND OPERATIONS.

Advices received from Reuters' correspondent at Bobote, dated the 21st November, state that the prevalence of malaria among the British troops in the garrison there is due to mosquitoes attracted to the locality by the floods consequent on the recent rains. The deaths average about one daily.

The Somali levies continue to prove undisciplined, and utterly unreliable.

HONGKONG REGATTA.

The Committees of the Victoria Recreation Club and Hongkong Boat Club request the pleasure of the company of the ladies of Hongkong on Wednesday and Thursday, the 10th and 11th inst., at 1 p.m., on board the sailing ship *Daylight* which has been kindly placed at the disposal of the Committee, as a flagship by Captain Reside. The Ladies' Prize will be presented by Miss Goodman immediately after the race on Thursday, at 3.30 p.m. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Company, Limited, the *Fame* will leave Blake Pier on each day at 12.30 p.m., and 1.15 p.m., to convey visitors on board the flagship, leaving the flagship 10 minutes after the last race on each day. By kind permission of Colonel Ironmonger and officers, the Band of the 33rd Burma Infantry will perform each day.

A NEW SHIPPING LINE IN HONGKONG.

CHINA COMMERCIAL S.S. CO., LD.

We are informed that the China Commercial Steamship Company, which was incorporated in Hongkong on 1st November, will inaugurate a service between this port and Mexico at the beginning of March next. The Company's steamers will carry both freight and passengers, and a monthly service will be maintained between Hongkong and the Mexican ports of Mazatlan and Manzanillo, the places of call en route being Yokohama, Honolulu and San Francisco. Mr. J. S. Van Buren, well-known through his connection with the Pacific Mail Steamship Co., has been appointed agent and is presently in America completing the preliminary arrangements for the inauguration of the new service. The capital is subscribed by Chinese and is to the amount of \$1,000,000, allotted in 9,980 shares of \$100 each with 20 founders. Mr. Eng Hok Pong is president of the new Company.

CURIOUS ENGLISH.

A bilingual newspaper, called the *Labour World*, has made its appearance in Japan. Its Japanese is said to be excellent, but its English is not so. We take the following from the *Kobe Chronicle*:

"To an educated European the letter-press appearing in Roman type is nothing more or less than so much babbledash. It is a great pity that a courageous little newspaper with intentions which are evidently good should allow itself to become a laughing-stock when there are so many foreigners who would if asked be willing to lend a helping hand. To illustrate the necessity of something of the kind, and without wishing to cast ridicule on the efforts of the *Labour World*, we will give an extract, exactly as it appears, in the latest issue to hand:—

A BOMBHELL BURSTED AT THE OFFICIAL RECIDENT OF THE MINISTER OF THE TRANS-PORTATION.

It was not the act of either anarchist or socialist that caused a bombshell burst out at the house of Minister Yoshikawa. It killed not the minister but his maid-servant (29) and severely wounded a clerk.

The shell bursted in such a terrible manner and worked a full and effective work that damaged that portion of the building. The press report is much contradictory and it is not reliable. Some say it was an old gun ball bought of England and buried in ground after used once in the restoration. This ball dug when the present Nautical School was built. It was cleaved washing away every particle of powder, and presented it to the minister who aimed and put on the stepping stone at the door. But lo! This old bombshell done such a terrible effect killing a person and wounding the other who were happened to be in the part of the building making a great noise that terrified the people of that district. It was noticed that broken pieces flew some 60 or more feet away breaking through walls or roof!

TWELFTH NIGHT.

In the story of *Twelfth Night*, Shakespeare has been said to have provided the comedy, as *Romeo and Juliet* was the tragedy, of love's young dream. The play is supposed to have been named from the whimsical drawings of partners that were a part of Twelfth Night sport, and from the association of that time with the acting of light-hearted masques and plays; the twelfth night after Christmas ended with special jollity the twelve days of the Christmas festival. The play is a masque of love with comedy, cross-purposes arising out of the resemblance between Viola to her brother Sebastian. Brother and sister are thrown ashore separately on the coast of Illyria from a wreck, and Viola being saved resolved to serve the Duke Orsino for a time as a page. Under the name of Cesario, she grows high in Orsino's confidence and is employed by him as an ambassador of love to Olivia. Her own love for Orsino provides a pathetic note which is responsible for some of the prettiest scenes of the play. Sebastian, restored to life by Antonio, returns to cause amusing complications by his close likeness to Viola, and while brother and sister are each engaged in an interesting love story they are unconsciously providing some exhilarating comedy. *Twelfth Night* therefore presents not only a delicious love poem but a comedy, the hilarious situations of which bring it almost into the farcical. Some of the most humorous positions are created by Malvolio, Olivia's steward, "sick of self-love," who aspires to the hand of his mistress. He is a butt for the humour of such celebrated characters as Sir Toby Belch and Sir Andrew Aguecheek, whose doings in company with the Clown and Maria are interwoven in the tale. A scene of boisterous humour is enacted in the duel between Viola and Sir Andrew, a device set up by the irrepressible Sir Toby for his own delocation. Shakespeare was never in happier vein than in these scenes.

Miss Waldorf's company is to be congratulated upon being able to produce a Shakespearean comedy with such difficult characters to represent as those of *Twelfth Night*. It is a rare treat to witness such an old masterpiece of humour enacted here, mounted and dressed true to its traditions and produced generally on a first-class scale. Such a refreshing delicacy of dramatic art comes seldom to Hongkong theatre-goers, and such an effort is deserving of the best patronage. It is a harsh comparison, but one expressed by many critics of Miss Waldorf's performance of *Twelfth Night* in different parts of the world, that it is more hilariously funny than a Broadhurst farce. The complaint that Shakespeare is "dry" is quashed at once by this draught of humour. The antics of Sir Toby and Sir Andrew provide that laughter which rings through the auditorium like a voice of soulful merriment, and no less enjoyable are those serious scenes where the swift and fugal movements of love are interpreted in the most delightful language of the great poet.

Excellent acting and appropriate setting characterised last night's production of this comedy in the Theatre Royal, which never held a more appreciative audience. Miss Janet Waldorf's Viola and Mr. Norval McGregor's Malvolio were just such masterpieces as one expected them to be in the hands of an actress and actor so capable, whilst, for the remainder of the cast, Mr. Wilson Forbes, ever enjoyable, fitted well the part of laughter-loving Sir Toby Belch, better, it must be admitted, than did Mr. St. Clair Bayfield that of Sir Andrew Aguecheek. Miss Mildred Yorks was a fine grasp of technique, and made a charming Olivia, and if mention may be made in the same breath of a rich countess and a poor maid-servant, the Maria of Miss Amy Stanley, whose rôle was that of attendant to Olivia, was also convincing. The other characters were fittingly represented. Mr. William Flobert, who had comparatively little to do, made a great impression with his song "O Mistress Mine," a remark that applies with equal force to the oriental dance and country dance executed gracefully by several ladies of the company. The music for these items was expressly composed by Mr. Hal Lindsay Campbell, the capable leader of the orchestra, and the whole play is produced under the personal supervision of Mrs. A. Dow Currier. To-night, by kind permission of the officers, the band of the 10th Bengal Light Infantry will perform incidental music.

WEDDING AT S. JOHN'S CATHEDRAL.

A pretty wedding was that of Mr. Carl Ernst Paul Mathieson, of the Chinese Engineering and Mining Co., Tongku, son of Capt. Mathieson, "Queen's Hussars," Berlin, and Miss Ella Mary Edith King, eldest daughter of Mr. George J. W. King, of the Public Works Department, which took place yesterday at 10 a.m., in S. John's Cathedral. The bride, who was given away by her father, looked charming in a dress of white figured satin draped with chiffon, with court train, and wore the orthodox wreath of orange blossoms and veil. The Rev. F. T. Johnson, M.A., Chaplain of the Cathedral, was the officiating clergyman, and Mr. A. G. Ward at the organ played as an opening piece "The Bridal March" from *Lohengrin* and at the conclusion of the ceremony Mendelssohn's inspiring "Wedding March." The Cathedral was tastefully decorated for the happy couple left by the *Heungshan* for Macao, where they will spend their honeymoon before proceeding North.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left for Hongkong on the 1st inst., p.m., for Hongkong, and will arrive on the 10th inst. The *Empress of China* is a 10,000-ton steamer, from Calcutta, left Hongkong for this port yesterday afternoon. The N.Y.K. steamer *Kanaka Maru* (American Line) left Shanghai for this port on the 3rd inst., and is expected here on the 8th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

AN INCIDENT AT THE S. ANDREW'S BALL.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 3rd December.
SIR,—Kindly allow me through the medium of your columns to congratulate the lady who advertised in your paper of yesterday the loss of a sapphire bracelet at the S. Andrew's Ball, not on the recovery of the bracelet, but on the recovery of her common sense. I also take the opportunity of informing her that from experience gained by attending public balls, etc., in the Colony consecutively for the past nine years, I understand the usual course pursued by a person finding anything at such a function, or one losing anything, is to immediately inform one of the officials of the Committee of the fact, and not to rudely accost and examine an innocent person who by chance may be wearing an article similar to that which is lost.—Yours, etc.,
W. J. TERRILL,
Care of Panchard, Lowther & Co.

A CORRECTION.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 3rd December.
SIR,—In your report of the meeting of the Hongkong and Whampoa Dock Company, Limited, held on the 18th ult. it is said that the three months' adjournment from the 18th August last was settled solely by our advice and suggestion and was not an idea originated by any of the Directors themselves. As we only advised upon the legality of the adjournment, and neither originated the idea thereof nor suggested its adoption, we shall be obliged by your inserting this letter, which circumstances have prevented our sending earlier, in your next issue and also in the next issue of the *Hongkong Weekly Press*. We may add that we are informed that the statement referred to in the report was due to a misunderstanding.—Yours, etc.,
DEACON & HASTINGS.

AMOI.

[FROM OUR CORRESPONDENT.]

AMOI, 1st December.
SOCIAL EVENTS.
We have had an unusually festive fortnight. On the 19th ult. the *Wilmington's* crew gave a variety entertainment in the Club Theatre. The invitations were issued most liberally, nobody being left out, which showed much tact on the *Wilmington's* part. The minstrels were very good and the cake-walk provoked much laughter. It was midnight when the band struck up "The Star Spangled Banner" and brought a pleasant evening to a close.
Admiral Igin, C.B., arrived in the *Asama* accompanied by the *Takasego*, and was entertained by Mr. Uyeno at the Japanese consulate. The Admiral's band was present, and it was quite a novelty to hear it play both Eastern and Western airs.
On the 27th ult. the U.S. men-of-war in port celebrated Thanksgiving Day most joyfully. Admiral Evans with his Captain and officers entertained their visitors on board the *Kentucky*. They had sports and regatta; H.M.S. *Goliath's* crew also competing.

S. ANDREW'S BALL.

On Friday, the 28th ult., the Scotsmen of Amoy celebrated S. Andrew's Day by giving a ball in the Club Theatre. It will always be remembered as one of the finest balls in Amoy. Having so many naval visitors, the attendance was much larger than usual at these functions; and the decorations were unsurpassed. The stage was converted into a cosy drawing-room, and the verandahs were closed in with flags and plants. During supper the Hon. Secretary, Mr. J. McArthur, read out two telegrams, one from "the Brithers Scots of Hongkong" and the other from "Sandy Cumming of Swatow"; both of them being received with much applause. The band of the *Kentucky* was in attendance, and dancing was kept up till the wee sma' hours. The Committee were untiring in their efforts to make their guests comfortable, and much praise is due to them all for the success of the evening.

NAVAL.

The men-of-war in harbour are:—U.S.S. *Monterey*, *Wilmington*, *Vicksburg*, *Yorktown*, *New Orleans*, *Monadnock*, *Helena*, *Kentucky*, and H.M.S. *Goliath* and *Rambler*. Some of the U.S. fleet are leaving this week.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 2nd December.
THE CHINESE TELEGRAPH ADMINISTRATION.
The local office has issued the following notification:—"We beg to inform the public that a new manager having been appointed to take office in this port, all delays and irregularities that were formerly are now removed. The various lines have now been repaired and strictly attended to, as shown in the fact that communications have since been greatly facilitated; all messages are transmitted immediately upon receipt and never to be kept back. The new manager has also succeeded in his position to Director Sheng Kungpao deputy, an European engineer to effect a thorough repair and put the lines in the best possible condition thereby to require still greater regularity in transmission of messages in future."

Disregarding the peculiar wording and style of the notice it will be seen from the above that my letter drawing attention to the bad state of the telegraph lines; &c., has had the desired effect.

A FIRE.

A small fire, caused by the upsetting of burning oil, broke out in the Presbyterian Mission a few days ago, but was soon extinguished. The extent of the damage done was slight.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.

The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Film and Accessories.
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Grayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 5a, Queen's
Road Central.

PRINTING

DAILY PRESS OFFICE.
Proofs read by Englishman.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Red Brand Gasoline Com-
position Red Hand Brand.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOORE & SEIMUND.
43 and 45, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

LADIES' RECREATION CLUB.

SUBSCRIPTION BALL.

A SUBSCRIPTION BALL in aid of the
funds required for the new full-sized
Croquet Lawn will be held at the CITY
HALL, on TUESDAY, 9th DECEMBER,
from 9.30 P.M. to 12.30 A.M.
Transferable Tickets, price \$5 each, to be
paid for at the time of application, can be
obtained by any persons by applying to the
undersigned or to any Member of the Com-
mittee of the Ladies' Recreation Club.
There will be a Late Train to the Peak and a
Late Launch to Kowloon.

F. A. SAUNDERS.

Hon. Sec. Ball Committee.
Address: "Killett's Crest," or Care of
Union Insurance Society of Canton, Ltd.
Hongkong, 20th November, 1902. [2982]

JUST PUBLISHED—2ND (REVISED)
EDITION.

THE FRENCH IN TONKIN
AND SOUTH CHINA. By
ALFRED CUNNINGHAM. Sixty Illustrations
and One Map. Price \$3.

ON SALE AT LOCAL BOOKSELLERS.

PRESS NOTICES.

"This volume places before the English
reader the best description of the Southern
French colonies in the Far East that has yet
appeared."—SARAH MAHARAJA.
"Many of us in the Far East have read
books on Tonkin, ancient and modern, but a
knowledge of things as they are there to-day,
of what has been accomplished under M.
Dore's administration is far from common.
The author has written what he set
out to do, a very readable and accurate sketch
of the colony as it is at present. Altogether,
this is a book to read."—BANKERS' TIMES.

THE BOOK WILL BE FOUND TO BE A COMPLETE
GUIDE TO THE EXHIBITION.

Hongkong, 17th October, 1902. [2776]

NOTICE.

WE, the BAN AN STEAMSHIP
COMPANY LIMITED, of Victoria,
Hongkong, HEREBY GIVE NOTICE that
in consequence of change of owners, we have
applied to the Board of Trade under Section 47
of the Merchant Shipping Act, 1894, in respect
of the ship "ESMERALDA," of Hongkong,
Official Number 95,859, of Gross Tonnage 1,495
tons, Register Tonnage 915 tons, heretofore
owned by The China and Manila Steamship
Company, Limited, for permission to change
her name to "AN PHU" and to have her
registered in the new name at the Port of
Hongkong as owned by the Ban An Steamship
Company, Limited.

Any objection to the proposed change of name
must be sent to the Registrar of Shipping at
Hongkong within 7 days from the appearance
of this advertisement.
Dated at Victoria, Hongkong, the 20th day
of November, 1902. [3111]

NOTICE OF REMOVAL.

THE PRINTING AND PUBLISHING
OFFICES of the undersigned have been
MOVED to the Newly Built Premises, at
the Corner of POTTINGER STREET and
DES VOEUX ROAD.

NORONHA & CO.
Hongkong, 29th November, 1902. [3206]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [28]

INSURANCES

SIN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.

Hongkong, 16th May, 1892.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.

Hongkong, 16th November, 1892.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.

Hongkong, 29th May 1895. [27]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN AND
CHINESE RISKS.

HOTZ, S. JACOB & CO.

Hongkong, 1st September, 1902. [3227]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, S. JACOB & CO.

Hongkong, 2nd April, 1900. [29]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ASSETS EXCEED TEN MILLIONS STERLING.
THE Undersigned, having been appointed
AGENTS are prepared to ACCEPT
FOREIGN AND CHINESE RISKS against
FIRE, at Current Rates.

WM. MEYERINK & CO.

Hongkong, 3rd June, 1902. [2376]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... \$2,255,719
Total Losses Paid ... \$2,765,240

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.

Hongkong, 22nd July, 1902. [142]

WHAT YOU

WANT TO KNOW

about a life assur-
ance company is
just what you
would want to know
about a bank or any
other institution
in which you
thought of investing.
What is the company's earning
ability as shown by its past
history?

What is the outlook for future
dividends as indicated by its
accumulated surplus?

These two ques-
tions answered,
and the rest is of secondary
importance. Any
agent of the Equitable
will answer
these questions—
or any others—to
your satisfaction.

F. KIENE,

Hongkong Manager,
EQUITABLE LIFE,
14, Des Voeux Road.

Hongkong, 20th October, 1902. [2794]

NEW YORK LIFE

INSURANCE COMPANY.

THE oldest and largest International Life
Insurance Company in the world.
Supervised by 32 Governments.

Issues the most liberal and unrestricted
Policy on earth.

Agents wanted (Foreign and Native).
HONGKONG BRANCH OFFICE.
18, Bank Buildings, Wyndham Street.

POWELL GRANT,
Agency Director.

Hongkong, 12th November, 1902. [2998]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

BRUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [118]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.

(Established 1893.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [73]

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL ... £3,000,000 0 0
SUBSCRIBED CAPITAL ... 2,750,000 0 0
PAID-UP CAPITAL ... 657,500 0 0

II. FUND FUNDS ... 2,695,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHAW, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902. [1796]

SIR HORACE RUMBOLD ON
EUROPEAN POLITICS.

Sir Horace Rumbold, late His Majesty's
Ambassador to Austria-Hungary, contributes to
the November number of the *National Review*
a striking article under the title "An English
Tribute to the Emperor Francis Joseph," to
which we alluded in passing yesterday. Open-
ing with a general review of the European situa-
tion and the chief forces at work in Continental
politics, Sir Horace Rumbold writes thus of the
German Emperor:

"Take, for instance, the personal bearing to-
wards us of the brilliant but astute ruler who,
thanks to a variety of causes—for some of which
it must be admitted, we ourselves are answerable
—has become so important a factor in the cal-
culations that govern our policy, and who would,
it is credibly maintained, fain involve us into
further entanglements to which I, for one, sin-
cerely trust the country will never be a con-
senting party. There is no denying that the
position taken up by the Emperor William in
Germany—which is simply a passing phase, and
only an indication of the long-existing and
deeply-rooted antipathy entertained for us by
the great mass of Germans—appears unexcep-
tionable, and more particularly so as
exemplified in the recent episode of the
proposed visit to Berlin of the misguided
Boer leaders. In this instance it seems
absolutely unnecessary to throw any doubt
on His Majesty's wish to act on the square
as a true friend and a would-be ally, loyally
trying to stem the anti-British tide. Yet, in
the belief of some of the shrewdest observers
amongst us, he is thereby purposely adminis-
tering an irritant to the recalcitrant body which
tenuously opposes his darling naval-mega-
mania, by bringing home to them that they
have only themselves to thank for what they
choose to consider unworthy truckling to the
hated English. In any case, the attitude of
the Sovereign certainly in no way reflects that
of the nation, which remains one of distinct
hostility to us, though somewhat tempered of
late in expression by a sense of our enhanced
military importance, and the revelation of the
lesser-known Imperial reserve forces at
our disposal. The Germans, it remains my
firm belief, continue to be potentially our most
unrelenting and dangerous foes."

Sir Horace Rumbold then discusses the rela-
tions of Austria-Hungary to this country
during the war, and more particularly the
personal attitude of the Emperor Francis
Joseph. He says—

"The fact is that from the first the sympathies
of the revered Emperor and of his Government
were well understood to be with us; and to any
one at all acquainted with social conditions in
the Kaiserstadt there is no need to explain that
Anglophobia could not flourish in such an
atmosphere. The Emperor himself took the
earliest opportunity of making his sentiments
on this point perfectly clear. Coming up to me
in the official circle preceding a great ball given
at Court in January, 1900—I had not had the
honour of seeing him for some time—His Majesty
at once addressed me, where I stood between
the Russian and French Ambassadors, with the
words:—*Dans cette guerre je suis tout à fait
du côté de l'Angleterre!* Throughout his sadly
enlarged reign the Emperor—who is practically
en *devoir* to his own Minister for Foreign
Affairs—has been the firmest upholder of a
thoroughly cordial understanding with us, and
has sedulously cultivated relations which, for
more than a quarter of a century, have been
untroubled by any but the passing cloud of the
notorious 'hands off, Austria!' incident—that
glaring disavowal of a great statesman the
most strangely uninformed in the domain of
foreign affairs—who ever administered the
government of this country. Not only did the
Emperor prove himself a sympathising friend
in our hour of trouble, but there is the last
reason to believe that counsel of wisdom coming
from him, and from that other staunch supporter
of ours, the late King of Saxony, not a little
helped to check the volleys existing elsewhere
to embarrass us by some show of mediation,
traces of which are said to be discernible in a
significant telegram addressed to the King of
Witttemberg.

"It may not be generally known that the
Emperor professed a special cult—to use
the expressive French term—for our late
Queen, whom he looked upon as the wisest and
most beneficent of his crowned contemporaries.
His attention happened to be called, during the
worst period of the war, to certain caricatures
in a Vienna comic paper which were of
very objectionable character, although not
to be compared to the scandalous produc-
tion in *Simplicissimus* and other German or
French leading satirical prints. These not
having come under my notice I was surprised
one day by a visit from a high official of the
Imperial court by the Imperial order to explain
that the Emperor was fully determined to put a
stop to these disgraceful attacks on a great
Sovereign and a friendly country, but, for that
purpose, desired that I should be informed of
the co-operation which, under the Press legisla-
tion obtaining in such matters, would be required
of the Embassy for effectually dealing with
these offences. This consisted in a full power
to be given by the Queen's representative to the
Stadtsanwald, or Imperial Prosecutor, to prosecute
in his name in all cases of this nature. On
receiving an assurance that the prosecutions
would be certain to be effective, I reported the
matter home, and urged that I should be
authorised to follow the course recommended.

SUMMER COMPLAINT

is not always brought about by change of air
and water. The "stay-at-homes" are just as
susceptible to diarrhoea; due, generally, to over-
eating, as unripe fruits, etc., and, drinking ice
water; all accompanied by painful bowel dis-
charges; and, if not checked, results seriously.
Perry's Peppermint is the only purely
reliable remedy.

which, after some hesitation and difficulty—the
Queen's pleasure, having to be taken on the
subject—I obtained leave to do. I believe I
may claim to be the only one of Her Majesty's
representatives who was at that time able to
contribute to the putting down of an abominable
nuisance, and this, of course, owing to the
direct support of the Emperor, who shortly
afterwards, at a dinner at the Burg, was pleased
to express to me very warmly his acknowledg-
ments for the assistance given by the Embassy
in this affair. Compare the action described
above with what took place in other countries,
where none of the mechanism, always so sternly
put in motion in dealing with similar offences
against the powers that be, was ever applied to
check the coarsest and most indecent attacks on
our venerable Sovereign and on our troops
engaged in the war, and then draw a moral
from the comparison.

Sir Horace ends with a reference to the
"formidable peril" of Pan-Germanism. He
agrees with Dr. Kramarz that the only effective
barrier to the movement is "a strong revitalised
Austro-Hungarian Monarchy." He observes that
the designs of the Pan-German party point
logically to the reduction of the Dual Monarchy
to a state of political and economic vassalage,
and says, in conclusion, that the maintenance of
Austro-Hungary as she is, or—it is sad to have
to say—as she ought to be, is a matter of supreme
importance to us, no less than to others.

The article in the *National Review* is the
subject of adverse comment in the *National-
Zeitung* of the 30th October, which says—
"Sir Horace Rumbold, who expressly avows
the opinion that the Germans are potentially
the most unrelenting and dangerous foes of
England—it was, no doubt, in this spirit that
he used his influence in Vienna—to return to the
vulgar caricatures directed against the then
Queen of England which during the South
African war appeared on many occasions on the
Continent. He relates that he was one day, by
command of the Emperor Francis Joseph,
officially requested to make it possible (for the
Public Prosecutor) to take legal proceedings in
Vienna in the prescribed manner against these
vulgaries, and that after he had received
authority for this step from London the
prosecution actually took place. The author,
with a side glance at Germany, the significance
of which is made sufficiently clear by preceding
statements, invites his readers to compare the
action taken by Austria with that of Germany.
Quite apart from the question whether in a
case of that kind the foreign representative or
the Government of the country to which he is
accredited has to take the first step, it may again
be noted that, according to the German penal
code, legal proceedings against insults to foreign
Sovereigns are only possible when the foreign
State in question guarantees to Germany
reciprocity of treatment. We question whether
this is the case in England. The English
Government has certainly never proposed to the
German or, in former times, to the Prussian
Ambassador in London that proceedings should
be taken on account of English insults directed
against the German Emperor or the King of
Prussia. The estimate which educated and
respectable persons in Germany form of such
low scurrilities and the condemnation they pass
on them are as little dependent on legal measures
in Germany as in England."

The *National-Zeitung* is, no doubt, technically
accurate in its description of the legal position
of the German Government, writes the *Times*
Berlin correspondent, but the parallel drawn
between the misdemeanours of the English and
German comic Press cannot be upheld. The
reference to the days when Prussia sent an envoy
to the English Court proves that it would be
necessary to go very far back to find any ex-
pressions in the English comic Press in the
slightest degree comparable to the violent
language constantly employed throughout Ger-
many during the past three years. To the
frantic indecency of the German *Witzblätter*
there is, happily, no parallel in England.

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Hongkong, 1st November, 1902. [290]

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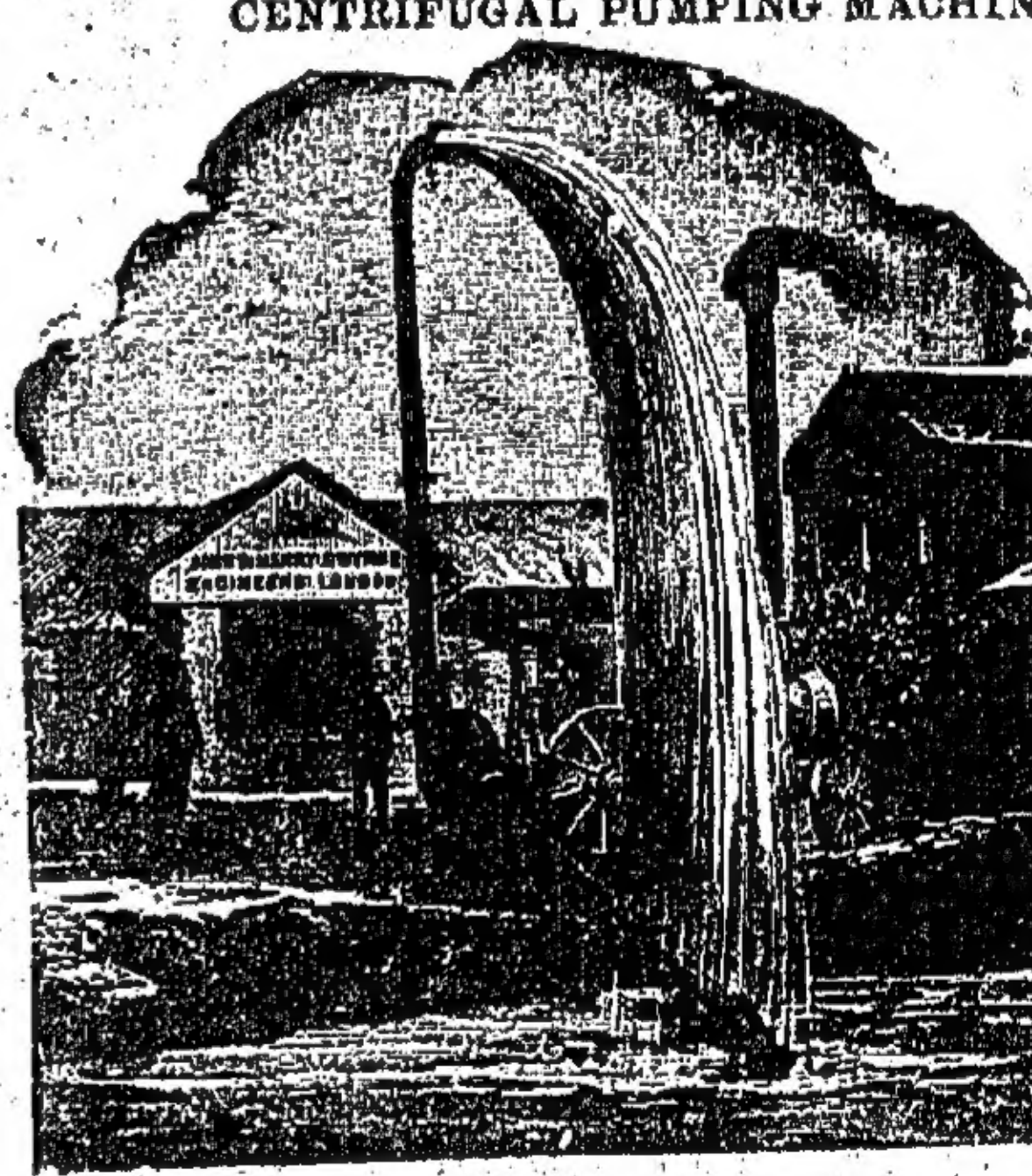
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To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	PARRAMATTA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON	PRINCE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst., at Noon.
AMSTERDAM & LONDON	ANTONIO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
AMSTERDAM & LONDON	TANTALUM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LIVERPOOL DIRECT	ALCANTARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, LONDON & ANTWERP	PRINCESSE MARIE	Dan. str.	—	—	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP v. SPORE, &c.	SHANGHAI	Brit. str.	—	—	P. & O. S. N. Co.	On 10th inst., at Noon.
MARSEILLES, LONDON & ANTWERP v. SPORE, &c.	KANAGAWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP v. SPORE, &c.	INDUS	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, HAVRE, LONDON & ANTWERP	TEREKAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, LONDON & ANTWERP v. SPORE, &c.	SADO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
BREMEN, via Ports of Call	KIAUSCHOU	Ger. str.	2 m.	—	MELCHERS & CO.	On 10th inst., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG	NORDENFJORD	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th January.
HAVRE & HAMBURG	SILBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th January.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th February.
GENOA, LONDON & ANTWERP	C. FERD. LAEISZ	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th February.
GENOA & HAMBURG	BENMOHR	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 10th inst.
NAPLES, LEGHORN & LIVERPOOL	STRASBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 31st inst.
TRIESTE, &c., via SINGAPORE, &c.	HYSON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
NEW YORK, via PORTS & SUEZ CANAL	VINDONIA	Aus. str.	—	—	SANDER, WIELER & CO.	On 18th inst., P.M.
NEW YORK, via PORTS	OBONO	Brit. str.	—	—	DODWELL & CO., LD.	About 10th inst.
VANCOUVER, via SHANGHAI, &c.	ADRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th inst.
VANCOUVER, &c., via NAGASAKI, KOBE & YOKOHAMA	PRINCE OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst., at Noon.
VANCOUVER, &c., via SHANGHAI, &c.	NINCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHENIAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 31st inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	GLANDALE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 6th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
PORTLAND, OREGON	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS	INDRAMA	Brit. str.	2 m.	—	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 11th inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st January, at 4 P.M.
KOBE & YOKOHAMA	CHINGTU	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
NAGASAKI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Jan., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	WAKAMA MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SHANGHAI	VALETTA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI, PORT ARTHUR & VLADIVOSTOK	KORSA	Rus. str.	—	—	MELCHERS & CO.	On or about 6th inst.
NINGPO	TIENSIN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	Quick despatch.
NINGPO & SHANGHAI	PAKHOI	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
TAMU, via SWATOW & AMOY	DAJIN MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	—	OSAKA SHOSSEN KAISHA	On 7th inst.
AMOY, SAMARANG & SOERABAYA	KWEIYANG	Brit. str.	2 m.	—	OSAKA SHOSSEN KAISHA	On 17th inst.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 15th inst.
MANILA	LOONGSANG	Brit. str.	2 m.	—	DOUGLAS LARSEN & CO.	To-morrow, at Daylight.
MANILA, via AMOY	YUENSAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	ROHILA MARU	Jap. str.	2 m.	—	JARDINE, MATHESON & CO.	On 8th inst., at 4 P.M.
MANILA DIRECT	ZARHO	Brit. str.	—	—	MITSU BUSSAN KAISHA	On 14th inst., at 3 P.M.
MANILA DIRECT	LAISANG	Brit. str.	—	—	SHAW, TOMES & CO.	On 17th inst., at Noon.
SINGAPORE, PENANG, CALCUTTA	LAISANG	Brit. str.	—	—	SHAW, TOMES & CO.	On 17th inst., at Noon.
SINGAPORE, PENANG, COLOMBO & BOMBAY	TIENSIN	Brit. str.	2 m.	—	JARDINE, MATHESON & CO.	To-day, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	—	W. W. Cooke, R.N.R.	On or about 8th inst.
BOMBAY, via SINGAPORE & PENANG	CAPRI	Ital. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
					CARLOWITZ & CO.	On 12th inst., at Noon.

SHIPPING.

ARRIVALS.

Dec. 2, GLORY, British battleship, 12,050, A. W. Carter, Japan 27th Nov. General.
Dec. 2, TYNE, Norwegian str., 1,417, D. L. D. L. Denmark, Hongkong 30th Nov. General.
Dec. 3, BINH THUAN, French str., 984, R. Luu, Saigon 27th Nov. General.
Dec. 3, PERAMORE, Norwegian str., 1,496, Carl Berge, Moji 27th Nov. General.
Dec. 3, DEUTERON, German str., 1,901, F. Frhm, Cebu 27th Nov. General.
Dec. 3, HAITAN, British str., 1,183, J. S. Roach, Swatow 30th Nov. Amoy 1st Dec. Swatow 2nd Dec. General.
Dec. 3, HANOI, French steamer, 742, Merles, Haiphong and Hoihow 2nd Dec. General.
Dec. 3, HUNG BRE, British steamer, 2,160, H. Peters, Singapore 20th Nov. General.
Dec. 3, KAGOSHIMA MARU, Japanese str., 2,731, K. Kori, Moji 28th November, General.
Dec. 3, NEW LEXARK, U.S. cruiser, 4,001, Sperry, Amoy 2nd December.
Dec. 3, PRONTO, German str., 632, Grandt, Newchwang 25th Nov. Bona, CHINESE.
Dec. 3, HAZAUBI, German str., 1,187, Wedig, Bangkok 22nd Nov. and Hoihow 2nd Dec. Fish, Rice and Wood.—BUTTERFIELD & SWIRE.
Dec. 3, SHANTUNG, British str., 1,835, Quail, Java 23rd Nov. Sugar.—BUTTERFIELD & SWIRE.
Dec. 3, SISHAN, British str., 845, A. Jones, Saigon 28th Nov. Meal.—BRADLEY & CO.
Dec. 3, SULLBERG, German str., 782, Meyer, Newchwang 25th Nov. Beans.—STENSEN & CO.
Dec. 3, TIENSIN, British str., 2,555, W. W. Cooke, R.N.R., Moji 28th Nov. General.
Dec. 3, TIENSIN, British str., from Canton.
Dec. 3, WINGANG, British str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
3rd December.
Amur, Russian str., for Canton.
Chyren, Chinese str., for Shanghai.
Zhang, British str., for Shanghai.
Foonan, British str., for Shanghai.
Hermann, German str., for Canton.
Kampot, French str., for Saigon.
Kohschang, German str., for Swatow.
Rubi, British str., for Manila.
Sullery, German str., for Canton.
Tiensin, British str., for Ningpo.
Tyr, Norwegian str., for Canton.
Wingang, British str., for Swatow.

DEPARTURES.

3rd December.
Amur, Russian str., for Canton.
ANPING MARU, Japanese str., for Coast Ports.
APENADE, German str., for Hoihow.
ARIEL, Norwegian str., for Shanghai.
CHUYEN, Chinese str., for Shanghai.
ERANG, British str., for Shanghai.
FOOCHOW, British str., for Shanghai.
FERMAN MENZELL, German str., for Canton.
KOHSHANG, German str., for Bangkok.
MEYER, British str., for Yokohama.
PRINCE, British str., for Shanghai.
PRONTO, Norwegian str., for Canton.
RUBI, British str., for Manila.
SULLBERG, German str., for Canton.
TAMBA, British str., for Vancouver.
WINGANG, British str., for Swatow.
YIKSANG, British str., for Shanghai.
Zaire, Portuguese gunboat, for Macao.

VESSELS IN DOCK.

2nd December.
ABERDEEN DOCK.—Victoria.
K. WOOD DOCK.—H.G.M.S. Tiger, Big dog, Tacoma, Peru, Phumang, Maidara Maru.
COSMOPOLITAN DOCK.—Angels.

SHIPPING REPORTS.

The British steamer Sishan, from Saigon 28th Nov., had moderate to fresh monsoon wind

and heavy sea. Dec. 1st passed three British men-of-war, in lat. 16.45 N., long. 113.20 E., bound south.

The British steamer Hong Bee, from Singapore 26th Nov., had moderate to fresh monsoon as far north as the Paracels, light N.E. sea; thence light N.E. wind and fine weather to port. Dec. 1st passed three British men-of-war, in lat. 16.20 N., long. 113.24 E., bound south.

The British steamer Hailan, from Coast Ports 2nd Dec., had moderate N.E. wind and sea, cloudy, some rain to Amoy. From Amoy to Swatow light N.E. and N.E. wind and sea, fine, clear generally. From Swatow to port fresh breeze, moderate sea, fine clear generally. Vessels in Amoy—Foonan, Shanghai, Chiofoo, two British and eight American war vessels. In Swatow—Hupoh, Kishu, Kwangsi, Hingang, Ichang, Chuanang and Dagmar.

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"LAISANG."

Captain Todd will be despatched as above TO-DAY, the 4th December, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th November, 1902. [3190

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.

Hongkong, 3rd December, 1902. [3240

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-MORROW, the 5th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd December, 1902. [3225

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 5th December.

"CHINGTU" " " 20th December.

"TAIYUAN" " " 20th January.

"TSINAN" " " 15th February.

Superior accommodation amidst Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Fully qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS CHINA NAVIGATION CO., LD. Hongkong, 15th November, 1902. [1981

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 17th Dec.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 31st Dec. 1902

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 14th Jan.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 11th Feb.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 25th Feb.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 18th Mar.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 18th Mar.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st April

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 6th May

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with regular Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender Street.

6.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAGOSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... FRIDAY, 5th Dec. at Noon.

KANAGAWA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 13th Dec. at DAYLIGHT.

TAMBA MARU ... NAGASAKI, KOBE and YOKOHAMA ... TUESDAY, 16th Dec. at DAYLIGHT.

KINSHU MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA ... TUESDAY, 16th Dec. at 4 P.M.

SADO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 27th Dec. at DAYLIGHT.

YAWATA MARU ... NAGASAKI, KOBE and YOKOHAMA ... SATURDAY, 27th Dec. at Noon.

SHINANO MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA ... TUESDAY, 30th Dec. at 4 P.M.

KUWANO MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... THURSDAY, 1st Jan. at 4 P.M.

SANUKI MARU ... KOBE and YOKOHAMA ... FRIDAY, 2nd Jan. at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Street. A. S. MIHARA, Manager. 9

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	PARRAMATTA	Noon, 6th December	See Special Advertisement
SHANGHAI	VALETTA	About 6th December	Freight or Passage.
SINGAPORE, PENANG, COLOMBO and BOMBAY	TRIENSIN	About 8th December	Freight only.
MARSEILLES, LONDON and ANTWERP	SHANGHAI	Noon, 10th December	Freight or Passage.
	E. Spicer, R.N.R.	December	

PASSENGER SEASON 1903

For MARSEILLES, PLYMOUTH and LONDON DIRECT ... MALTA ... 6,064 Tons ... 28th March

WITHOUT TRANSHIPMENT ... For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd December, 1902. [1

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA Capt. Borck	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 17th Dec. Freight.
ADRIA Schaarschmidt	NEW YORK, via PORTS	On 30th Dec. Freight.
STRASSBURG Capt. Madua	GENOA and HAMBURG (Calling at Singapore and Penang)	On 31st Dec. Freight.
NURNBERG Capt. Jaburg	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 13th Jan. Freight.
SILDE Capt. Bahl	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 27th Jan. Freight & Passengers.
WURZBURG Capt. v. Binsz	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 10th Feb. Passengers.
C. FRED. LAEISZ Capt. Fuchs	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 24th Feb. Freight.

OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		TO SAIL
GLASGOW and LIVERPOOL.	"TYDEUS"	On 15th December.
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 31st December.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 8th January.
HOMEWARDS.		TO SAIL
AMSTERDAM and LONDON.	"TANTALUS"	On 9th December.
LIVERPOOL DIRECT.	"ALCINOUS"	On 13th December.
(Taking Cargo at London Rates)	"ULYSSES"	On 23rd December.
AMSTERDAM and LONDON.	"PELEUS"	On 6th January.
LONDON.	"ANTENOR"	On 20th January.
LIVERPOOL.	"TYDEUS"	On 20th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 3rd November, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		TO SAIL
GLASGOW and LIVERPOOL.	"OOPACK"	On 10th December.
GLASGOW and LIVERPOOL.	"NINGCHOW"	On 25th December.
HOMEWARDS.		TO SAIL
MARSEILLES, HAVRE, LON- DON and ANTWERP.	"TEENKAI"	On 20th December.
NAPLES, LEGHORN and LIVERPOOL.	"HYSON"	On 22nd December.

TRANS-PACIFIC SERVICE.

STEAMERS		TO SAIL
VANCOUVER and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE, and YOKOHAMA.	"NINGCHOW"	On 27th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd December, 1902.

CHINA NAVIGATION CO. LIMITED.

STEAMERS		TO SAIL
NINGPO	"TIENSIN"	On 4th December.
Kobe and YOKOHAMA.	"CHINGTU"	On 4th December.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE.	"CHANGSHA"	On 5th December.
SHANGHAI	"WHAMPOA"	On 6th December.
NINGPO and SHANGHAI	"PAKHOL"	On 8th December.
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	On 15th December.

The S.S. "KWEIYANG" from Tientsin, left Chefoo for this port on the 29th ult., and is expected here on the 4th inst.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th December, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS		LEAVING
TAMU, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 7th December.
TAMU, VIA SWATOW	"DAIJI MARU"	SUNDAY, 14th December.
FOOCHOW, VIA SWATOW	"ANEING MARU"	WEDNESDAY, 17th December.

The Co.'s new Steamers are specially designed for the coast trade of South China and for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 4th December, 1902.

T. ARIMA, Manager.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila Direct.	10th Dec., at Noon.
RUBI	2540	R. W. Almond	do.	17th Dec., at Noon.
DIAMANTE	1980	A. H. Noddy	do.	17th Dec., at Noon.
PERLA	1980	J. McGinty	do.	17th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOI, KOBE				PORTLAND, OREGON	
AND YOKOHAMA FOR					
OPERATING IN					
CONNECTION WITH THE				OREGON RAILROAD & NAVIGATION CO.	
STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON		
"INDRASAMBA"	5,197	R. P. Craven	December	14, 1902	
"INDRAVELLI"	4,890	W. C. Craven	January	14, 1903	
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to					

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 28th November, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

STEAMERS		TO SAIL
FOR MANILA VIA AMOI.	"YUENSANG"	On 10th Dec., at 4 P.M.
FOR SHANGHAI PORT ARTHUR AND VLADIVOSTOK.	"ORBA"	On 15th Dec., at 4 P.M.

For Freight or Passage, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 3rd December, 1902.

Hongkong, 27th November, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"PARRAMATTA"
Captain F. J. Fox, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 6th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed to Bombay with transshipment.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 24th November, 1902.



TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

The Company's well-known Steamship

"ROHILLA MARU"
3,869 Tons, Captain Bishop, will be despatched for MANILA on MONDAY, the 8th instant, at 3 P.M.

To be followed by the "ROSETTA MARU," on or about the 13th inst.

Magnificent Accommodation, Comfortable Cabins, Excellent Table, Unrivalled Speed, Electric Light, Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUBISHI KAISHA,
Agents.

Prince's Buildings, 100 House Street, Hongkong, 3rd December, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

The Steamship

"BENMOHE,"

Captain Wallace, will be despatched as above on or about the 10th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th November, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"

Captain McArthur, will be despatched as above on THURSDAY, the 11th December, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd November, 1902.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"

Captain Belato, will be despatched as above on FRIDAY, the 12th inst., at Noon.

As Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th November, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICAN, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA"

Captain Cobil, will be despatched as above on THURSDAY, the 18th December, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.

Prince's Buildings, Hongkong, 24th November, 1902.

Hongkong, 24th November, 1902.

VESSELS ON THE BURH

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLE, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINSESS MARIE"

Captain Berentzen, has here about the 10th inst., will have quick despatch as above.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 2nd December, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1902

"ORONO" ... About 10th Dec.

"CROYDON" ... 20th Dec.

"MOGUL" ... 10th.

"HINDUSTAN" ... 3rd Jan.

"MACDUFF" ... 15th Jan.

"SHIMOSA" ... To follow.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.

Hongkong, 2nd December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Passengers until 3 P.M., on the 14th December. (Passes not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd December, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL GERMAN MAIL LINE, and to take through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DAYLIGHT, British 4-m. barque, James Reads.

Standard Oil Co.

MANUEL LLAGUNA, American ship, Nichols.

Standard Oil Co.

NOTICE TO CONSIGNEES

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 8th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 8th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st December, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., To-day, the 27th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 4th December, at 9.30 A.M.

All Claims must reach us before the 7th December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 27th November, 1902.

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, and Havre of s.s. Memphis, and from Bordeaux of s.s. Ville de Cambrai, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, 30th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Saturday, the 6th prox., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th prox., or they will not be recognised.

All damaged packages will be examined on Saturday, the 6th prox., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th November, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU"

having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 2nd inst.

Goods not cleared by the 9th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and notices of same sent to this Office before the 12th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 2nd December, 1902.

OCEAN STEAMSHIP COMPANY, LD.

